

A SUMMARY
OF THE
ACTIVITIES
OF THE
Commission
ON
Equalization of Freight Rates

FOR THE YEARS
1925-1926

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LETTER OF TRANSMITTAL

COLLEGE PARK, MD., January 12, 1927.

To His Excellency,
ALBERT C. RITCHIE,
Governor of Maryland,
Annapolis, Md.

SIR—We have the honor to transmit herewith the report of the Commission on Equalization of Freight Rates, which was created by a resolution adopted by the legislature of 1924.

While the Commission had no funds placed at its disposal, yet we have endeavored to carry out the intent of the resolution to the best of our ability. We trust that an inspection of the contents of this report will serve to impress you with certain accomplishments that will be in the interests of the people of the State.

The members of the Commission feel that with the submission of this report they have completed their labors as outlined in the resolution creating this body.

Respectfully submitted,

Members of the Commission

EDWIN WARFIELD, JR., *Chairman,*
T. B. SYMONS, *Secretary,*
J. E. TRITT,
C. T. COCKEY,
C. T. WILLIAMS.

REPORT OF THE WORK
OF THE
COMMISSION ON EQUALIZATION OF FREIGHT RATES

The legislature of 1924 enacted the following resolution:

"WHEREAS: It is believed that the farmers of Maryland are enduring disproportionate freight rates for agricultural products for so-called short hauls by transportation agencies operating within the State of Maryland; and

"WHEREAS, These rates have a disproportionate relation to the prices of such commodities, and there should be immediate reductions in transportation rates applied to farm products on short hauls to our consuming markets; and

"WHEREAS, In many cases the rates applied to different agricultural commodities have no relation to relative values or existing or prospective conditions and there is great need for a reclassification of commodities; therefore,

"Be it hereby enacted by the General Assembly of Maryland, That a Commission of five be and same is hereby created for the purpose of co-operating with the Public Service Commission to reclassify commodities and adjust freight rates on short hauls within the State of Maryland.

"And be it further enacted, That the members of said Commission shall be named by the Governor and shall serve without compensation for one year from the date of their appointment.

"And be it further enacted, That this Act shall take effect from the date of its passage." Approved, April 9, 1924.

In accordance with this action by the legislature, Governor Albert C. Ritchie appointed the following members of the Commission:

EDWIN WARFIELD, JR., Woodbine, Md.,

T. B. SYMONS, College Park, Md.,

J. E. TRITT, Cumberland, Md.

CHARLES T. COCKEY, JR., Pikesville, Md.

C. T. WILLIAMS, Fidelity Bldg., Baltimore, Md.

The first meeting of the Commission was held on Monday, October 27, 1924. Mr. Edwin Warfield, Jr., was selected as Chairman of the Commission and Dr. T. B. Symons selected as Secretary.

After a discussion of the proposed activities of the Commission as set forth in the resolution providing for same, and the lack of any available funds to carry on any active work, it was the feeling of the Commission that we should employ every proper means of bringing to the attention of the Public Service Commission for Maryland any questions relating to readjustment of freight rates or other traffic problems that seemed to demand investigation.

With a view of ascertaining from the farmers of the State any inequalities or discriminations that seemed to exist the Commission at its first meeting ordered that a letter of inquiry be sent to all farm organizations and county groups requesting that any matters of this character be brought to the attention of this body.

Conference With Representatives on Freight Rates on Lime to Southern Maryland

On February 10, 1925, the Commission held a conference with the representatives of the Maryland Tobacco Growers and the representatives of the railroad and steamboat companies concerned relative to the desirability of reducing the freight rates on lime to Southern Maryland points in order to encourage the use of lime in that section of the State. Extended discussions were presented for consideration and the railroad representatives agreed to give the matter serious consideration.

Freight Rate Reduction on Lime Granted

On June 6, 1925, the Commission was advised that the Pennsylvania Railroad had granted a reduction in freight rates on lime to Southern Maryland of from 40 to 60 cents per ton. This served as a great encouragement to the Commission and the Tobacco Growers' Association who were instrumental in bringing this to the attention of the railroads.

Conference With Public Service Commission

Under the date of February 26, 1925, the Commission held a joint conference with the members of the Maryland Public Service Commission. After discussing various matters, Chairman Harold West, of the Public Service Commission expressed his hearty appreciation of the co-operation of this Commission and stated that his Commission would be glad to co-operate in every way practicable toward facilitating the work of the committee and to hear any complaints that it would see fit to file with the Commission. He further stated that it would be most agreeable for the rate clerk to give necessary information and to make detailed investigations of any questions brought before the Commission.

A Study of Lime Rates

At a meeting of the Commission held on March 16, 1925, it was decided to concentrate our efforts by studying the freight rates on agricultural lime and the secretary was requested to communicate with all lime manufacturers with a view of securing rates on that commodity to various points in the State, particularly the county seats.

This survey and study of rates on lime was prepared by the secretary and submitted to the Commission at its meeting held June 22, 1925. The survey showed several discrepancies in rates which it was thought could be adjusted if presented in a proper manner to the railroads concerned. The Commission therefore referred this project with the data that had been secured to the Maryland Public Service Commission for review with the request that a careful study be made of lime rates with a view of seeking some relief which would stimulate the greater use of lime in the State.

Rates on fertilizer and feed were also requested.

At this meeting Senator D. G. Harry presented several matters pertaining to the work of the Commission and pledged his assistance in connection with any projects undertaken by the Commission.

SUMMARY OF DATA REGARDING RATES ON LIME TO DIFFERENT POINTS IN MARYLAND

Name of Firm	From	R. R.	Rate Agr.	Rate Bldg.	Rate Chem.	Rate Pul. L.	Rate Ground L. S.	Rate Crushed Stone
TO CUMBERLAND								
Security Cement Co.	Berkeley, W. Va.	P. R. R.	1.80	1.90	1.80	(C. S., ship in open cars)	1.20	1.15
	Martinsburg	B. & O.	1.80	1.90	1.80		1.20	.60
S. W. Barrick & Son	Security	No rate.						
M. J. Grove Lime Co.	Woodshoro		1.80	.90	1.80	1.20		1.25
	Frederick		1.80	1.90	1.80			
	Stephens City		1.80	1.90	1.80	1.40		
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O. and W. M.	1.80	1.90	1.80			
TO ANNAPOLIS								
Acme Guano Co.	Frederick	B. & O.	2.10					
		(Rates from Baltimore have been adjusted — From Fred: in for No. of years)						
Legore Lime Co.	Legore	W. B. & A.	2.40	2.70	2.40	more than from Frederick)	2.40	
Security Cement Co.	Berkeley, W. Va.	P. R. R.	2.40	2.40	2.10		1.70	
	Martinsburg	B. & O.	2.10	2.40	2.10		1.70	1.40
S. W. Barrick & Son	Woodshoro		2.40					
M. J. Grove Lime Co.	Frederick		2.30	2.70	2.30			1.40
	Stephens City		2.30	2.70	2.30			
Wash. Bldg. Lime Co.	Engle, W. V.	W. B. & A.	2.10	2.40				
TO TOWSON								
Legore Lime Co.	Legore	M. & P.	2.00	2.20	2.00		2.00	
Valley Lime Marl Co.	Hagerstown	M. & P.	2.20					
	Hagerstown	W. B. & A.	1.70	(Seldom used)				
	Charleston, W. Va.	M. & P.	2.20					
	Charleston	W. B. & A.	1.70	(Seldom used)				
Security Lime and Cement	Berkeley	P. R. R.	2.00	2.20	2.00		2.00	
	Martinsburg	B. & O.	2.00	2.20	2.00		2.00	1.40
M. J. Grove Lime Co.	Frederick		2.00	2.20	2.00	2.00	2.00	1.40
	Stephens City		2.20	2.30	2.20	2.20		
Wash. Bldg. Lime Co.	Engle, W. Va.	M. & P.	2.00	2.20	2.00			
S. W. Barrick & Sons	Woodshoro		2.00					

TO PRINCE FREDERICK

Security Cement Co.	Berkeley	P. R. R.	(No through rate)
M. J. Grove Lime Co.	Martinsburg		(No through rate)
Wash. Bldg. Lime Co.	Frederick		(No through rate)
	Stephens City		(No through rate)
	Engle, W. Va.		(No through rate)

TO DENTON

Acme Guano Co.	Frederick	B. & O.	2.30		
	Baltimore	B. & O.	2.16		
Legore Lime Co.	Legore	M. D. V.	2.30	2.30	2.30
Security Cement Co.	Berkeley	P. R. R.	2.60	2.60	2.60
	Martinsburg	B. & O.	2.60	2.60	2.60
S. W. Barrick & Sons	Woodsboro		2.40		
M. J. Grove Lime Co.	Frederick		2.30	2.30	2.30
	Stephens City		3.10	3.10	3.10
Wash. Bldg. Lime Co.	Engle	M. & D. C.	*2.60	*2.80	

TO WESTMINSTER

Legore Lime Co.	Legore	W. M.	1.40	1.40	1.40
Security Cement and Lime	Berkeley	P. R. R.	2.40	2.50	2.40
	Martinsburg	B. & O.	2.40	2.50	2.40
S. W. Barrick & Sons	Woodsboro		1.40		
M. J. Grove Lime Co.	Frederick		1.40	1.50	1.40
	Stephens City		2.60	2.80	2.60
Wash. Bldg. Lime Co.	Engle, W. Va.	W. M.	2.60	2.80	2.60

TO ELKTON

Acme Guano Co.	Frederick	B. & O.	1.90		
	Baltimore	P. R. R.	1.80		
Legore Lime Co.	Legore	P. R. R.	1.90	1.90	1.90
Security Cement Co.	Berkeley	P. R. R.	2.00	2.20	2.00
	Martinsburg	B. & O.	2.00	2.20	2.00
S. W. Barrick & Sons	Woodsboro		1.90		
M. J. Grove Co.	Frederick		1.90	1.90	1.90
	Stephens City		2.40	2.50	2.40
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	2.30	2.50	2.30

*Not yet effective.

SUMMARY OF DATA REGARDING RATES ON LIME TO DIFFERENT POINTS IN MARYLAND

Name of Firm	From	R. R.	Rate Agr.	Rate Bldg.	Rate Chem.	Rate Pul. L.	Rate Ground L. S.	Rate Crushed Stone
TO LA PLATA								
Acme Guano Co.	Frederick.	B. & O.	2.20	.....	.....	.....	.....	.....
	Baltimore.	P. R. R.	1.90	.....	.....	.....	.....	.....
Legore Lime Co.	Legore.	P. R. R.	2.20	2.40	2.20	.....	2.20	.....
Security Cement Co.	Berkeley.	P. R. R.	2.00	2.20	2.00	.....	2.00	.....
	Martinsburg.	P. R. R.	2.00	2.20	2.00	.....	2.00	.....
	.....	B. & O.	2.20	.....	.....	.....	.....	.....
S. W. Barrick & Sons.	Woodsboro.	.....	2.20	2.40	2.20	.....	2.20	.....
M. J. Grove Lime Co.	Frederick.	.....	2.40	2.50	2.40	.....	2.40	.....
	Stephens City.	.....	2.00	2.50	2.40	.....	.....	.....
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	2.00	.....	.....	.....	.....	.....

TO CAMBRIDGE

Acme Guano Co.	Frederick.	B. & O.	2.30	.....	.....	.....	.....	.....
	Baltimore.	B. & O.	2.50	(30 cents more from Balto. than Fred.	.....	.....	.....	.....
Legore Lime Co.	Legore.	P. R. R.	2.30	2.50	2.30	.....	2.30	.....
Security Cement Co.	Berkeley.	P. R. R.	2.60	2.90	2.60	.....	2.60	.....
	Martinsburg.	B. & O.	2.60	2.90	2.60	.....	2.60	.....
	.....	.....	2.30	.....	.....	.....	.....	.....
S. W. Barrick & Sons.	Woodsboro.	.....	2.60	2.90	2.60	.....	.....	.....
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	2.30	2.50	2.30	.....	.....	.....
M. J. Grove Lime Co.	Frederick.	.....	2.90	3.20	2.90	.....	.....	.....
	Stephens City.	.....	.....	.....	.....	.....	.....	.....

TO FREDERICK

Legore Lime Co.	Legore.	P. R. R.	.90	1.00	.90	.....	.90	.....
Security Cement Co.	Berkeley.	P. R. R.	1.20	1.30	1.20	.....	1.20	.....
	Martinsburg.	B. & O.	1.20	1.30	1.20	.....	1.20	.70
	.....	.....	.....	.....	.....	.....	.....	.90
	Security.	.....	.....	.....	.....	.....	.....	.....
M. J. Grove Lime Co.	Frederick.	.....	1.00	1.30	1.00	.....	1.00	.....
	Stephens City.	.....	1.20	1.30	1.20	.....	.....	.....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	1.20	1.30	1.20	.....	.....	.....
	.....	H. & F.	1.20	1.30	1.20	.....	.....	.....
	.....	P. R. R.	1.30	1.40	1.30	.....	.....	.....

TO OAKLAND

Security Cement Co.	Berkeley	P. R. R.	2.20	2.40	2.20	1.80	1.25
	Martinsburg	B. & O.	2.20	2.40	2.20	1.80	1.05
	Security	(No rate)	....	....	....	....	....
S. W. Barrick & Sons.	Woodsboro.		2.30	2.40	2.30	1.80	1.30
M. J. Grove Lime Co.	Frederick		2.30	2.40	2.30	1.80	....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	2.20	2.40	2.20	....	....

TO BEL AIR

Acme Guano Co.	Frederick	B. & O.	2.00	(Rate 14 cents more from Baltimore than from Frederick)			
	Baltimore	B. & O.	2.14	2.20	2.00	2.00	....
Legore Lime Co.	Legore	M. & P.	2.00	....	....	....	....
Valley Lime Marl Co.	Hagerstown	M. & P.	2.20	(Seldom use this line)			
	Hagerstown	W. B. & A.	1.70	....	....	....	....
	Charleston	M. & P.	2.20	....	....	....	....
	Charleston	W. B. & A.	1.70	(Seldom use this line)			
Security Cement Co.	Berkeley	P. R. R.	2.00	2.20	2.00	2.00	....
	Martinsburg	B. & O.	2.00	2.20	2.00	2.00	1.60
S. W. Barrick & Sons.	Woodsboro.		2.00	2.20	2.00	2.00	1.50
M. J. Grove Lime Co.	Frederick		2.00	2.30	2.20	2.20	....
Wash. Bldg. Lime Co.	Engle, W. Va.	M. & P.	2.00	2.20	2.00	....	....

TO ELLICOTT CITY

Acme Guano Co.	Frederick	B. & O.	1.20	(Rate from Baltimore, 15 miles haul than Frederick, 30 mile haul)			
	Baltimore	B. & O.	1.39	2.20	1.90	1.90	....
Legore Lime Co.	Legore	B. & O.	1.90	1.60	1.60	1.20	....
Security Cement Co.	Berkeley	P. R. R.	1.60	1.60	1.60	1.20	1.05
	Martinsburg	B. & O.	1.60	1.90	1.50	1.20	.90
M. J. Grove Lime Co.	Frederick		1.50	1.90	1.60	1.20	....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	1.60	1.60	1.60	....	....

SUMMARY OF DATA REGARDING RATES ON LIME TO DIFFERENT POINTS IN MARYLAND

Name of Firm	From	R. R.	Rate Agr.	Rate Bldg.	Rate Chem.	Rate Ful. L.	Rate Ground L. S.	Rate Crushed Stone
TO CHESTERTOWN								
Acme Guano Co.	Frederick.	B. & O.	2.20					
	Baltimore	B. & O.	2.40					
Legore Lime Co.	Legore	P. R. R.	2.20					
Security Cement Co.	Berkeley	P. R. R.	2.50	2.40	2.20		2.20	
	Martinsburg	B. & O.	2.50	2.80	2.50		2.50	
S. W. Barrick & Sons.	Woodsboro.		2.20	2.80	2.50		2.50	
M. J. Grove Lime Co.	Frederick.		2.20	2.40	2.20			
	Stephens City.		2.20	3.10	2.80			
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	2.50	2.80	2.50			
TO ROCKVILLE								
Acme Guano Co.	Frederick.	B. & O.	1.20					
	Baltimore	B. & O.	1.89					
Legore Lime Co.	Legore	B. & O.	2.00	2.30	2.00		2.00	
Security Cement Co.	Berkeley	P. R. R.	1.60	1.80	1.60		1.20	
	Martinsburg	B. & O.	1.60	1.80	1.60		1.20	.80
M. J. Grove Lime Co.	Frederick		1.60	1.80	1.60		1.20	.80
	Stephens City		1.60	1.80	1.60		1.20	
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	1.60	1.80	1.60			
TO UPPER MARLBORO								
Acme Guano Co.	Frederick.	B. & O.	2.00					
	Baltimore	P. R. R.	1.60					
Legore Lime Co.	Legore	P. R. R.	2.00	2.40	2.00		2.00	
Security Cement Co.	Berkeley	P. R. R.	2.20	2.30	2.20		2.20	
	Martinsburg	B. & O.	2.20	2.30	2.20		2.20	
S. W. Barrick & Sons.	Woodsboro.		2.00					
M. J. Grove Lime Co.	Frederick.		2.20	2.30	2.20			1.60
	Stephens City		2.20	2.30	2.20			
Wash. Bldg. Lime Co.	Engle, W. Va.	C. B.	2.20	2.20	2.20			
		P. R. R.	2.00	2.50	2.40			

TO CENTERVILLE

Acme Guano Co.	Frederick	B. & O.	2.20	.....	.....	.....
	Baltimore	B. & O.	2.16	.....	.....	.....
Legore Lime Co.	Legore	P. R. R.	2.20	2.40	2.20	2.20
		M. D. V.	2.00	2.40	2.00	2.00
Security Cement Co.	Berkeley	P. R. R.	2.50	2.80	2.50	2.50
	Martinsburg	B. & O.	2.50	2.80	2.50	2.50
M. J. Grove Lime Co.	Frederick		2.20	2.20	2.20	2.20
	Stephens City		2.80	3.10	2.80	2.80
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	2.40	2.80	2.40	.....
		P. R. R.	2.50	2.80	2.50	.....

TO LEONARDTOWN

Security Cement Co.	Berkeley and Martinsburg (No through Rates)					
M. J. Grove Lime Co.	Frederick and Stephens City (No Rates)					
Wash. Bldg. Lime Co.	Engle (No through Rates)					

TO PRINCESS ANNE

Acme Guano Co.	Frederick	B. & O.	2.80	.....	.....	.....
	Baltimore	B. & O.	2.79	.....	.....	.....
Legore Lime Co.	Legore	P. R. R.	2.80	3.00	2.80	2.80
Security Cement Co.	Berkeley	P. R. R.	3.20	3.40	3.20	3.20
	Martinsburg	B. & O.	3.20	3.40	3.20	3.20
S. W. Barrick & Sons	Woodsboro		2.90	.....	.....	.....
M. J. Grove Lime Co.	Frederick		2.80	3.10	2.80	.....
	Stephens City		3.50	3.90	3.50	.....
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	3.20	3.40	3.20	.....

TO EASTON

Acme Guano Co.	Frederick	B. & O.	2.30	.....	.....	.....
	Baltimore	B. & O.	2.50	.....	.....	.....
Legore Lime Co.	Legore	P. R. R.	2.30	.....	.....	.....
Security Cement Co.	Berkeley	P. R. R.	2.60	2.80	2.60	2.30
	Martinsburg	B. & O.	2.60	2.80	2.60	2.60
S. W. Barrick & Sons	Woodsboro		2.30	.....	.....	.....
M. J. Grove Lime Co.	Frederick		2.20	2.50	2.20	.....
	Stephens City		2.90	3.20	2.90	.....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. C. & A. & P. R. R.	2.60	2.80	2.60	.....

(Rate 20 cents more from Baltimore than from Frederick.)

SUMMARY OF DATA REGARDING RATES ON LIME TO DIFFERENT POINTS IN MARYLAND

Name of Firm	From	R. R.	Rate Agr.	Rate Bldg.	Rate Chem.	Rate Pul. L.	Rate Ground L. S.	Rate Crushed Stone
TO HAGERSTOWN								
Acme Guano Co.	Frederick	B. & O.	1.20	1.30	1.20	....	1.20	....
	Baltimore	B. & O.	1.98	....	....	....	....	....
Legore Lime Co.	Legore	W. M.	1.60	....	1.60	....	1.60	....
		C. V.	2.20	2.30	2.20	....	2.20	....
		B. & O.	1.80	1.90	1.80	....	1.80	....
S. W. Barrick & Sons	Woodsboro	....	1.60	....	....	....	....	....
M. J. Grove Lime Co.	Frederick	....	1.20	1.30	1.20	1.20	....	.80
	Stephens City	....	1.20	1.30	1.20	1.20	....	....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. & O.	1.20	1.30	1.20	....	....	....
		W. M.	1.80	1.90	1.80	....	....	....
		P. R. R.	1.80	1.90	1.80	....	....	.70
Security Cement Co.	Martinsburg	B. & O.	....	....	....	....	....	.70
	Security	....	....	....	....	....	....	....
TO SALISBURY								
Acme Guano Co.	Frederick	B. & O.	2.60	....	....	....	....	....
	Baltimore	B. & O.	2.79	....	....	....	....	....
Legore Lime Co.	Legore	B. C. & A.	2.60	2.80	2.60	....	2.50	....
Security Cement Co.	Berkeley	P. R. R.	3.20	3.20	3.20	....	3.20	....
	Martinsburg	B. & O.	3.20	3.20	3.20	....	3.20	....
S. W. Barrick & Sons	Woodsboro	....	2.90	....	....	....	....	....
M. J. Grove Lime Co.	Frederick	....	2.60	2.80	2.60	2.60	....	....
	Stephens City	....	3.50	3.20	3.50	3.50	....	....
Wash. Bldg. Lime Co.	Engle, W. Va.	B. C. & A. & P. R. R.	3.20	3.20	3.20	....	....	....
TO SNOW HILL								
Acme Guano Co.	Frederick	B. & O.	2.40	....	....	....	....	....
	Baltimore	B. & O.	2.60	....	....	....	....	....
Legore Lime Co.	Legore	P. R. R.	2.40	2.60	2.40	....	2.40	....
Security Cement Co.	Berkeley	P. R. R.	2.80	3.10	2.80	....	2.80	....
	Martinsburg	B. & O.	2.80	3.10	2.80	....	2.80	....
S. W. Barrick & Sons	Woodsboro	....	2.40	....	....	....	....	....
M. J. Grove Lime Co.	Frederick	....	2.40	2.60	2.40	2.40	....	....
	Stephens City	....	3.10	3.20	3.10	3.10	....	....
Wash. Bldg. Lime Co.	Engle, W. Va.	P. R. R.	2.80	3.10	2.80	....	....	....

(Rate 20 cts. more from Balto. than Frederick)

SUMMAR OF DATA RELATIVE TO RATES ON LIME TO POINTS IN STATE OTHER THAN COUNTY SEATS

Name of Firm	From	R. R.	Rate Agr.	Rate Bldg.	Rate Chem.	Rate Pul. L.	Rate Ground L. S.	Rate Crushed Stone
TO CHILDS								
Legore Lime Co.	Legore.	B. & O.	2.33	2.50	2.30	....	2.30	....
TO CRISFIELD								
Legore Lime Co.	Legore.	P. R. R.	2.90	3.20	2.90	....	2.90	....
TO MECHANICSVILLE								
Legore Lime Co.	Legore.	W. P. C.	2.80	....	2.80	....	2.80	....
M. J. Grove Lime Co.	Frederick	....	2.30	2.50	2.30	....	....	....
	Stephens City.	....	2.90	3.20	2.90	....	....	....
TO HAVRE DE GRACE								
Legore Lime Co.	Legore.	P. R. R.	1.90	2.20	1.90	....	1.90	....
	Legore.	B. & O.	2.00	2.40	2.00	....	2.00	....
TO HANCOCK								
Legore Lime Co.	Legore.	W. M.	2.30	....	2.30	....	2.30	....
TO WASHINGTON, D. C.								
Legore Lime Co.	Legore.	P. R. R.	2.20	2.40	(First item includes Agr. and Chem. Lime.)	....	....	....
	....	B. & O.	2.20	2.20	(First item includes Agr. and Chem. Lime.)	....	....	....
Security Cement Co.	Berkeley.	P. R. R.	1.20	1.30	1.20	....	1.20	....
	Martinsburg.	B. & O.	1.20	1.30	1.20	....	1.20	....
TO BALTIMORE								
Valley Lime Marl Co.	Hagerstown.	W. M.	1.20	(Lime Marl)	....	....	....	....
	Charleston, W. Va.	B. & O.	1.20	(Lime Marl)	....	....	....	....
Wash. Bldg. Lime Co.	Engle.	B. & O.	1.60	1.60	1.60	....	....	....
	....	P. R. R.	2.10	2.10	2.10	....	....	....
	....	W. M.	1.80	1.90	1.80	....	....	....

At a meeting of the Commission held December 4, 1925, Mr. Frank Harper and Mr. W. J. Tewes representing the Maryland Public Service Commission presented a comprehensive compilation of rates on fertilizer, lime and feed in effect by the different railroads in the State to various consuming points showing the increase in rates from 1916 to the present time. After a general discussion of the subject the Public Service Commission was requested to make a further study of agricultural lime rates from producing points to consuming points within the State of Maryland and to make such recommendations as it sees fit.

Eastern Class Rate Question

Following this discussion Mr. A. E. Beck of the Baltimore Association of Commerce summarized the case that he had presented to the Interstate Commerce Commission showing that the associated agencies were the only ones presenting the case for Maryland and that it had a serious effect upon the agriculture of the Eastern Shore. He pointed out that no agency was prepared to work up and present a case at the present time, that carriers were about to establish rates on a mileage basis to the Eastern Shore without consideration of water transportation and distance and that he found there were 298,316 people to be served in the Eastern Shore territory. Over a distance of 63 miles that was a difference or increased rate averaging six cents or a general average advance of 23% on classes of material shipped.

Reduction of Lime Rate in Western Maryland

At this meeting Mr. J. R. Tritt, a member of the Commission and traffic manager for the Cumberland Chamber of Commerce, reported that through his efforts the Western Maryland Railroad had granted a reduction of rates on lime amounting to approximately 60 cents per ton as follows:

"We take pleasure in advising you that effective August 27, the rates on crushed limestone from Union Bridge, Pinola, Cavetown, Security, Salisbury and Charlton, Md., to points on the line of the Western Maryland Railroad, Loner Siding, Md., to Cumberland, Md., both inclusive, will be reduced to six cents per 100 pounds.

"This reduction will make rates to points on the Maryland side of the river, which are served by the Western Maryland, competitive with the rates now in effect to points on the West Virginia side, which are served by the Baltimore and Ohio, and will mean a saving of 60 cents per ton for our farmers."

Mr. Tritt also secured a readjustment of rates on limestone by the Western Maryland Railroad on the Maryland side on the same basis as rates applicable to points on the West Virginia side and which resulted in reduction of from 20 to 60 cents per ton.

Compilation of Rates on Lime, Fertilizer and Feed By The Maryland Public Service Commission

PENNSYLVANIA R. R.

1915 P. S. C. Md. 916
P. S. C. Md. 114

FERTILIZER AND OYSTER SHELL FERTILIZER

Rates per ton 2,000 pounds

Class P. S. C. 795

Station Number	Miles	From Baltimore TO	1916 C. L.	Present C. L.	
8115	12	Melvale, Md.-----	84	160	94.7%
8187	20	Timonium, Md.-----	100	190	90.0%
8218	31	Monkton, Md.-----	116	200	72.4%
8245	42	Freeland, Md.-----	126	230	82.5%
7142	57	Elkton, Md., Water Competition--	116	200	72.4%
7147	51	North East, Md.-----	132	240	81.8%
7872	116	Hurlock, Md.-----	162	310	91.4%
7886	172	Cambridge, Md.-----	162	310	91.4%
11201	158	Salisbury, Md.-----	165	310	87.9%
11207	171	Princess Anne, Md.-----	165	310	87.9%
7830	185	Snow Hill, Md.-----	162	310	91.4%

LIME (Agricultural)

P. S. C. Md. 1014

8115	12	Melvale, Md.-----	65	120	84.6%
8187	20	Timonium, Md.-----	85	150	77.5%
8218	30	Monkton, Md.-----	85	150	77.5%
8245	42	Freeland, Md.-----	90	150	66.7%
7142	57	Elkton, Md., Water Competition--	105	180	71.4%
7147	51	North East, Md.-----	105	180	71.4%
7872	156	Hurlock, Md.-----	132	220	66.7%
7886	172	Cambridge, Md.-----	132	220	66.7%
11201	158	Salisbury, Md. (Fred'k. Road)-----	162	240	48.0%
11207	171	Princess Anne, Md. (Fred'k. Road)-----	162	260	60.5%
7830	185	Snow Hill, Md.-----	136	230	69.0%

(P. S. C. 946.)

FEED (Grain Products)

P. S. C. Md. 955

8115	12	Melvale, Md.-----	64	120	87.5%
8187	20	Timonium, Md.-----	116	160	37.9%
8218	31	Monkton, Md.-----	126	190	50.7%
8245	42	Freeland, Md.-----	126	230	82.5%
7142	57	Elkton, Md., Water Competition--	126	230	87.5%
7147	51	North East, Md.-----	126	230	82.5%
7872	156	Hurlock, Md., Class Rates-----	232	430	85.3%
7886	172	Cambridge, Md., Class Rates-----	232	430	85.3%
11201	158	Salisbury, Md., Class Rates-----	232	430	85.3%
11207	171	Princess Anne, Md., Class Rates-----	232	430	85.3%
7830	185	Snow Hill, Md., Class Rates-----	232	430	85.3%

WESTERN MARYLAND RAILWAY COMPANY

FERTILIZER

Rates for 2,000 pounds.

Station		From Baltimore	1916	Present
Number	Miles	TO	P. S. C. Md. 620 C. L.	P. S. C. Md. 1399 C. L.
21450	15	Owings Mills, Md.	95	180 89.0%
21470	20	Glyndon, Md.	100	190 90.0%
21480	21	Glen Morris, Md.	105	190 80.9%
21505	29	Carrollton, Md.	110	200 81.8%
21525	34	Westminster, Md.	132	240 81.8%
21555	45	Union Bridge, Md.	148	260 75.6%
21580	54	Emmitsburg Jct., Md.	162	310 91.0%
21730	71	Pen Mar, Md.	184	320 73.9%
21905	87	Hagerstown, Md.	210	380 80.9%
21955	105	Big Pool, Md.	220	390 77.2%

LIME (Agricultural)

			P. S. C. Md. 718	P. S. C. Md. 1433
65-25	15	Owings Mills, Md.	63	130 106.0%
70-25	20	Glyndon, Md.	63	140 122.0%
73-30	21	Glen Morris, Md.	68	140 105.8%
79-45	29	Carrollton, Md.	79	140 77.0%
85-85	34	Westminster, Md.	84	160 95.0%
92-85	45	Union Bridge, Md.	84	180 114.0%
99-295	54	Emmitsburg Jct., Md.	89	180 108.0%
117-30	71	Pen Mar, Md.	95	190 100.0%
170-540	87	Hagerstown, Md.	105	190 80.9%
193-650	105	Big Pool, Md.	105	190 80.9%

FEED

			P. S. C. Md. 691	P. S. C. Md. 1472
—Class Rates—				
15	Owings Mills, Md.	126	230 (c)	82.5%
20	Glyndon, Md.	126	230 (c)	82.5%
21	Glen Morris, Md.	126	230 (c)	82.5%
29	Carrollton, Md.	148	260 (c)	75.0%
34	Westminster, Md.	106	150 (c)	41.5%
—Commodity Rates—				
45	Union Bridge, Md.	232 (c)	(1) 340 (c)	46.5%
54	Emmitsburg Jct., Md.	232 (c)	(1) 340 (c)	
71	Pen Mar, Md.	232 (c)	(1) 340 (c)	
87	Hagerstown, Md.	232 (c)	(1) 340 (c)	
105	Big Pool, Md.	(1) 232 (c)	(1) 340 (c)	

Class Rate ICC 7410
P. S. C. Md. 1436

Class Rates ICC 4991
P. S. C. Md. 529

Commodity Rate ICC 5518 P. S. C. Md. 691
Commodity Rate ICC 7502 P. S. C. Md. 1472

(1) Intermediate to Cumberland
(1) Intermediate to Cumberland

PENNSYLVANIA RAILROAD COMPANY

CRUSHED STONE

		From Port Deposit, Md.	Rates for 2,000 pounds
		TO	Present
Miles			Carloads
56	Melvale	-----	\$.85
64	Timonium	-----	1.05
75	Monkton	-----	1.05
86	Freeland	-----	1.15
112	Hurlock	-----	1.40
138	Cambridge	-----	1.60
141	Snow Hill	-----	1.60
44	Baltimore	-----	.80

BALTIMORE AND OHIO RAILROAD COMPANY

		Havre de Grace	
		TO	
51	Hanover	-----	\$.90
55	Jessup	-----	.90
64	Muirkirk	-----	.90
66	Beltsville	-----	.90
72	Hyattsville	-----	.90
63	Woodstock	-----	1.05
75	Woodbine	-----	1.05
81	Mt. Airy	-----	1.05
99	Frederick	-----	1.05
102	Adamstown	-----	1.05
116	Weaverton	-----	1.15

MARYLAND AND PENNSYLVANIA RAILWAY COMPANY

FERTILIZER

		From Baltimore	1917	Present	
		TO	C. L.	P. S. C.	Md. 115
Station	Miles			C. L.	
9	10	Oakleigh	84	160	90.5%
13	15	Glenarm	95	160	68.0%
18	21	Laurel Brook	105	190	80.9%
21	27	Bel Air	110	200	81.8%
27	37	Minefield	121	230	90.0%
31	43	Cardiff	132	240	81.8%

LIME

9	10	Oakleigh	74	150	102.7%
13	15	Glenarm	74	150	102.7%
18	21	Laurel Brook	79	150	95.9%
21	27	Bel Air	79	150	95.9%
27	37	Minefield	84	160	90.0%
31	43	Cardiff	84	160	90.0%

FEED

9	10	Oakleigh	105	190	81.0%
13	15	Glenarm	105	230	119.0%
18	21	Laurel Brook	105	230	119.0%
21	27	Bel Air	105	260	147.5%
27	37	Minefield	105	260	147.5%
31	43	Cardiff	105	260	147.5%

BALTIMORE AND OHIO R. R. COMPANY
FERTILIZER AND OYSTER SHELL FERTILIZER

Rates for 2,000 pounds.

Station		From Baltimore TO	1916		Present	
Numbers	Miles		P. S. C. Md. 654 C. L.		P. S. C. Md. 1791 C. L.	
150						
955	12	Hanover, Md.	89	160	79.7%	
160						
975	16	Jessup, Md.	95	180	89.4%	
170						
1035	25	Muirkirk, Md.	105	190	81.0%	
172						
1045	27	Beltsville, Md.	110	200	81.8%	
192						
1190	33	Hyattsville, Md.	116	200	72.0%	
239						
1465	24	Woodstock, Md.	105	190	81.0%	
249						
1505	36	Woodbine, Md.	132	240	81.8%	
250						
1520	42	Mt. Airy, Md.	148	260	75.6%	
262						
1570	60	Frederick, Md.	168	310	84.5%	
268						
1620	63	Adamstown, Md.	174	320	83.9%	
288						
1720	77	Weaverton, Md.	184	320	73.9%	
336						
1970	177	Cumberland, Md.	236	470	99.0%	
364						
2115	230	Oakland, Md.	256	500	95.3%	

LIME (Agricultural)

		P. S. C. Md. 792		P. S. C. Md. 1771	
955	12	Hanover, Md.	106	139	31.0%
975	16	Jessup, Md.	106	139	31.0%
1035	25	Muirkirk, Md.	126	164	30.0%
1045	27	Beltsville, Md.	Com. 105	189	80.0%
1190	33	Hyattsville, Md.	148	189	27.7%
1465	24	Woodstock, Md.	Com. 105	151	43.8%
1505	36	Woodbine, Md.	Com. 126	189	50.0%
1520	42	Mt. Airy, Md.	Com. 126	189	50.0%
1570	60	Frederick, Md.	Com. 126	189	50.0%
1620	63	Adamstown, Md.	Com. 174	189	8.6%
1720	77	Weaverton	210	198	5.75%
1970	177	Cumberland, Md.	236	225	4.75% dec.
2115	230	Oakland, Md.	256	510	89.2% dec.

FEED

From Baltimore		1916	Present	
Miles	TO	P. S. C. Md. 432	P. S. C. Md. 1197	
		C. L.	C. L.	
12	Hanover, Md.	106	190	79.2%
16	Jessup, Md.	106	190	79.2%
25	Muirkirk, Md.	126	230	82.6%
27	Beltsville, Md.	148	260	75.7%
33	Hyattsville, Md.	148	260	75.7%
24	Woodstock, Md.	126	230	82.5%
36	Woodbine, Md.	148	260	75.7%
42	Mt. Airy, Md.	148	260	75.7%
60	Frederick, Md.	168	230	36.9%
63	Adamstown, Md.	210	380	81.0%
77	Weaverton, Md.	210	380	81.0%
177	Cumberland, Md.	236	340	44.0%
230	Oakland, Md.	256	460	79.7%

Preliminary Report of Maryland Public Service Commission In Study of Lime Rates

At a meeting of the Commission held July 9, 1926, the following report was submitted by Mr. W. J. Tewes in the form of a letter to the Commission.

"The situation revealed by this study confirms us in the view that the general rate level applying on agricultural lime in this State is not unreasonable. But that to several sections in this State, there does exist discrimination in favor of shipping points located in this and adjacent states. This is particularly true as regards the rates from Stephens City, Va., to points on the Baltimore and Ohio Railroad Metropolitan Branch, also on the Baltimore Division east and the Philadelphia Division, that is, including the points between Baltimore and Philadelphia; and to points on the Maryland, Brandywine and Point Lookout Railroad, and to points on the Maryland and Pennsylvania Railroad. We feel that some adjustment should be made regarding this territory, as the rates from Stephens City thereto seem to be much more favorable than the rates from Baltimore. Likewise, do we feel that the rates from Crisfield, Maryland, to points on the Eastern Shore of Maryland, are inconsistent and not in harmony with the rates from Baltimore, Frederick and other competing shipping points.

"We trust that the Commission will not be unmindful of the fact that for some time we have by negotiation endeavored to secure relief from the present situation. Moreover, we

believe that our efforts along these lines will not be in vain, as the carriers now contemplate making a readjustment of the lime rate structure within this whole Eastern Section."

Reduction on Lime from Group 3

Mr. Tewes, in addition, reported that in conference with representatives of the Baltimore and Ohio Railroad the following reductions have been suggested by the Railroad to the Trunk Line Association which no doubt will be approved and will cause considerable reduction in the rates on lime to points mentioned.

Stations	Proposed	Present
Love Point, Md. to Welsey, Md.....	14 cents per 100 lbs.	15½ cents per 100 lbs.
Queenstown, Md. to Briston, Md.....	14 cents per 100 lbs.	14½ cents per 100 lbs.
Centerville, Md.....	14 cents per 100 lbs.	14 cents per 100 lbs.
Bloomington, Md. to Willoughby, Md.....	14 cents per 100 lbs.	14½ cents per 100 lbs.
Hillsboro, Md. to Downs, Md.....	14 cents per 100 lbs.	14 cents per 100 lbs.
Tuckahoe, Md. to West Denton, Md.....	14 cents per 100 lbs.	15½ cents per 100 lbs.
Denton, Md. to Hickman, Del.....	14 cents per 100 lbs.	No commodity rate at present
Salisbury, Md.....	16 cents per 100 lbs.	17½ cents per 100 lbs.
S. Salisbury, Md. to Princess Anne, Md.....	17 cents per 100 lbs.	17½ cents per 100 lbs.

Action Recommended by the Commission

In considering the report submitted by Mr. Tewes the question of existing discrimination in favor of various points over others it was resolved to request Mr. W. J. Tewes of the Public Service Commission to confer with representatives of the railroads operating in Maryland, presenting the studies that have been made showing discrimination in rates on lime, with the request that they be corrected as far as possible and that he report the results to this Commission.

Conference With Railroad Officials

Under date of October 29, Mr. W. J. Tewes and the secretary, Dr. T. B. Symons, held a conference with the following railroad representatives: Mr. T. Herbert Fee, Assistant General Freight Agent, Western Maryland Railway Company, C. S. Roberts, General Freight Agent, the Baltimore and Ohio Railroad, Mr. Thomas W. Preston, Division Freight Agent, the Pennsylvania Railroad Company.

The study made by the Commission's Bureau of the freight rates on agricultural lime from kilns located within this

State, and several located in adjacent states, to various consuming points within the State of Maryland, was presented to the carriers, and letters received by the Bureau from various lime producers throughout the State, expressing their opinion on the rate situation, were read.

Proposal by the Western Maryland Railway to the Trunk Line Association to establish rates ranging from 10½ cents to 13 cents per 100 pounds on agricultural lime from Western Maryland Railway points to points on the Baltimore, Chesapeake and Atlantic Railway, Baltimore and Eastern Railroad and Maryland and Delaware Coast Railway, no rates being in effect at this time.

The various rates were discussed and the railroad officials stated that the freight agents in Trunk Line Associations were then sitting in New York City adjusting all rates on lime in accordance with the recent decision of the Inter-State Commerce Commission in the Eastern Lime Manufacturing Case, Docket No. 16170 providing that all agricultural lime in the Eastern territory was to take a rate not exceeding 80% of the rate on building lime. The railroad representatives expressed appreciation of our bringing the matter of discrimination in rates to various points in the State to their attention and they agreed to immediately make an individual study of the matter as it affected their particular road, to collaborate with others in rates to various consuming points and to submit a report of their determinations and recommendations as early as practicable; having been assured that some definite adjustment or reduction would be forthcoming before the spring planting begins. The problem involves considerable work but the railroad representatives were quite sympathetic in correcting any apparent mistakes or inequalities that existed in lime rates on their respective lines throughout the State.

Potential Requirement of Lime in Maryland

The Commission requested the Maryland Experiment Station to give it some idea of the potential requirements of agricultural lime in the State. Dr. A. G. McCall, in charge of soil investigations, submitted the following report in the form of a letter.

"Referring to the request of the transportation committee for data on the lime requirement of the State, I recently compiled all of the results regarding our lime requirement tests. We now have on record tests from 6,026 fields, the samples coming from every county. The average lime requirement for these 6,026 fields is 1600 pounds per acre of pulverized limestone. If hydrated lime is used the average requirement is between 1000 and 1100 pounds per acre.

"The present estimated sales in the State amount to about 100,000 tons annually. To give every acre of crop land in the State the average amount of lime needed as shown by our tests would require approximately 2,500,000 tons. If we reduce this amount by one half we would still have a potential requirement of about 1,250,000 tons to satisfy the requirements of the State. This would mean a total tonnage of from 10 to 12 times our present movement of 100,000 tons."

The above indicates the great amount of lime that could be used in the State and the desirability of securing as low a rate as possible to encourage its purchase and distribution.

Summary and Recommendations

1. Through the efforts of the Commission a reduction in the freight rate on agricultural lime of from 40 to 60 cents per ton was granted by the Pennsylvania Railroad.

2. A survey was conducted regarding freight rates on lime from producing centers to the county seats of the State.

3. The co-operation of the Maryland Public Service Commission was enlisted and they were requested to aid this committee by preparing a list of rates on agricultural lime, feed and fertilizer.

4. A reduction of about 60 cents per ton on crushed limestone from Union Bridge, Pinola, Cavetown, Security, Salisbury and Charlton, Maryland to points on the lines of the Western Maryland Railroad, Loner Siding, Md., to Cumberland was secured. This will mean a saving of about 60 cents per ton to the farmers of that territory.

5. A reduction of 20 cents per ton on ground limestone from Martinsburg, W. Va., to Oldtown and Little Orleans, Md., was secured.

6. Reductions on lime of one to one and one-half cents per 100 pounds by Baltimore and Ohio Railroad from producing points to Love Point, Queenstown, Centerville, Bloomindale, Hillsboro, Tuckahoe, Denton and Salisbury, Md., were secured.

7. The establishing of commodity rates on agricultural lime by the Western Maryland Railway Company from points on said railway to points on the Baltimore, Chesapeake and Atlantic Railway, Baltimore and Eastern Railroad and Maryland and Delaware Coast Railway.

8. Have under consideration by the railroads through the good offices of the Public Service Commission a comprehensive revision and adjustment of all rates on all railroads in the State on agricultural lime. A report on this work will be forthcoming early in 1927.

9. The Commission has consulted with various agencies, including farm organizations, in connection with freight rate matters and used its influence in adjusting any difficulties that seemed to exist.

10. The Commission is indebted to the officials of the Maryland Public Service Commission for the uniform courtesy and full co-operation that the Commission has given in attempting to carry out the provisions indicated in the resolution creating this body.

11. The Commission is also indebted to the transportation companies, particularly the railroads of the State, for the sympathetic attitude and consideration they have given to our requests for readjustment of rates and other matters.

The members of the Commission have thus endeavored to do their utmost with no available funds to accomplish something in line of the intent of the resolution creating this body. We believe that our efforts have not been in vain and are very hopeful that the adjustment of rates on agricultural lime now under consideration by the railroads will serve to lighten the present tariffs on this commodity and consequently lead to a more general use of lime for agricultural purposes.

It is the belief of the members of the Commission that inasmuch as no funds are available for the conduct of any constructive work in the future that with the submission of this report our activities should cease and future matters of this character be referred to the Public Service Commission of the State.

AGRICULTURAL LIME—CARLOAD

Minimum Weight, 30,000 Pounds; Rates Per Ton, 2,000 Pounds

Prepared By The Public Service Commission of Maryland

TO CONSUMING POINTS	FROM					
	Frederick	LeGore	Baltimore	Stephens City	Crisfield	Cockeys- ville
PENNSYLVANIA R. R.						
Euxton	---	180	150	---	---	---
Stevenson	190	190	---	240	---	---
Eccleston	190	190	---	---	---	---
Timonium	---	180	150	---	---	---
Texas	---	180	150	---	---	---
Cockeysville	180	180	150	240	---	---
Eiderwood	180	180	---	240	---	---
Ashland	---	180	150	---	---	---
Sparks	180	180	150	---	---	---
Glencoe	180	180	150	---	---	---
Phoenix	180	180	150	---	---	---
Corbett	180	---	---	---	---	---
Monkton	180	180	150	---	---	---
Blue Mount	180	---	---	---	---	---
White Hall	180	180	150	200	---	---
Gray Stone	180	180	150	---	---	---
Parkton	180	180	150	240	---	---
Freeland	180	180	150	---	---	---
Chattolance	---	190	---	---	---	---
Bentley Springs	---	180	---	---	---	---
Bee Tree	180	180	---	240	---	---
Brooklandville	---	190	---	---	---	---
Walker	---	180	---	---	---	---
Stemmers Run	190	---	---	240	---	---
Bengies	190	---	150	240	---	---
Chase	190	190	---	---	---	---
Magnolia	190	190	150	---	---	---
Edgewood	190	---	---	---	---	---
Perryman	190	190	160	240	---	---
Short Lane	190	190	---	---	---	---
Aberdeen	190	190	180	240	---	---
Oakington	190	190	---	---	---	---
Swann Creek	190	190	---	240	---	---
Havre de Grace	190	190	180	240	---	---
Perryville	190	190	---	240	---	---
Port Deposit	190	190	---	240	---	---
Colora	190	190	---	240	---	---
Rising Sun	190	190	---	240	---	---
Sylmar	190	190	---	240	---	---
Conowingo	180	180	---	240	---	---
Rowlandville	190	190	---	240	---	---
Liberty Grove	---	190	---	---	---	---
Principio	190	---	---	240	---	---
Charlestown	190	---	---	---	---	---
North East	190	190	---	240	---	---
Elkton	190	190	---	240	---	---
Iron Hill	190	190	---	---	---	---

TO CONSUMING POINTS	FROM					
	Frederick	LeCoe	Baltimore	Stephens City	Crisfield	Cockeys- ville
PENNSYLVANIA R. R.						
Massey -----	220	220	200	280	230	---
Blacks -----	---	220	200	---	230	---
Still Pond -----	---	220	200	---	230	---
Millington -----	220	220	---	---	---	---
Worton -----	220	220	200	280	230	---
Chestertown -----	220	220	200	280	230	---
Sudlersville -----	220	220	---	280	---	---
Lynch -----	220	---	200	280	230	---
Price -----	220	220	---	280	---	---
Centerville -----	220	220	---	280	200	---
B. C. & A. 2.00						
Queenstown, B. C. & A. -----	220	220	---	290	---	---
Marydel -----	---	220	200	---	230	---
Henderson -----	220	---	200	280	230	---
Goldsborough -----	220	---	200	---	230	---
Greensboro -----	220	---	200	280	230	---
Ridgely -----	---	220	200	---	230	---
Wye Mills -----	220	220	---	---	---	---
Downes, B. C. & A. -----	200	---	---	280	---	---
Tuckahoe, B. C. & A. -----	230	---	---	310	---	---
Stevensville, B. C. & A. -----	230	230	---	310	---	---
B. C. & A.						
Chester, B. C. & A. -----	230	---	---	310	200	---
Kennedyville -----	---	---	200	---	230	---
Lambson -----	---	220	200	---	230	---
Queen Anne -----	220	220	200	280	230	---
Hillsboro -----	---	200	---	---	---	---
Claiborne, B. C. & A. -----	230	---	---	370	---	---
Trappe -----	230	230	200	290	230	---
Oxford -----	230	---	200	290	230	---
Creston, B. C. & A. -----	230	230	---	370	---	---
East New Market -----	230	230	---	290	---	---
Easton, B. C. & A. -----	230	230	200	290	230	200
Hurlock, B. C. & A. -----	230	230	---	290	---	220
Rhodesdale, B. C. & A. -----	230	230	---	310	---	---
Winchester -----	---	230	---	---	---	---
Cordova -----	---	230	200	---	230	---
Chapel -----	---	230	200	---	230	---
Flemings -----	---	---	200	---	230	---
Colt -----	---	---	200	---	230	---
Airy -----	230	---	---	290	---	---
Cambridge -----	230	230	---	290	---	220
Federalsburg -----	230	230	---	290	---	---
Royal Oak -----	---	230	---	---	---	---
Denton -----	---	230	---	---	---	---
Vienna, B. C. & A. -----	230	230	---	310	---	---
Hebron, B. C. & A. -----	260	260	---	350	---	---
Mardela Springs -----	---	260	---	---	---	---
Salisbury, B. C. & A. -----	260	260	240	350	180	240
S. Salisbury -----	---	---	---	290	220	---
Berlin, B. C. & A. -----	230	230	---	310	190	220
Ocean City, B. C. & A. -----	260	---	---	370	200	---

TO CONSUMING POINTS	FROM					
	Frederick	LeGore	Baltimore	Stephens City	Crisfield	Cockeys- ville
PENNSYLVANIA R. R.						
Ironshire	240	240	---	310	---	---
Fruitland, N. Y. P. N. N.	280	280	260	350	190	---
Eden	---	280	260	---	180	---
Wm. Siding	---	---	---	---	180	---
Marion, N. Y. P. N. N.	290	---	280	370	160	---
Hopewell	---	---	280	---	150	---
Kingston	---	---	260	---	180	---
Westover, N. Y. P. N. N.	280	280	260	350	180	260
Princess Anne, N. Y. P. N. N.	280	280	260	350	180	---
Kings Creek	---	---	260	---	180	---
Loretto	---	---	260	---	180	---
Truits Siding	---	---	260	---	190	---
Whaleyville	---	260	---	---	190	---
Parsonburg	---	260	260	---	190	---
Pittsville	---	260	---	---	190	---
Willards, B. C. & A.	260	260	---	350	190	---
St. Martins	---	---	---	---	190	---
Harrison	---	---	---	---	220	---
Derickson	---	---	---	---	190	---
Walstons	---	---	---	---	190	---
Pocomoke, N. Y. P. N. N.	280	280	---	350	---	260
Holly Grove, B. C. & A.	260	---	---	370	---	---
Snow Hill	240	240	---	310	---	---
Oak Grove	230	---	---	290	---	---

TO CONSUMING POINTS	FROM				
	Frederick	LeGore	Baltimore	Stephens City	Martins- burg
BALTO. & OHIO R. R.					
Erunswick	100	---	---	---	---
Capland	100	---	---	---	100
Eakles Mills	100	---	---	---	---
Keedysville	---	---	198	---	100
Ereatheds	100	---	198	120	100
Funkstown	---	---	198	---	---
Hagerstown	120	---	198	120	---
Knoxville	100	---	---	100	---
Sandy Hook	100	---	---	100	---
Point of Rocks	100	---	---	100	---
Euckeystown, 60.7 (3)	---	---	198	---	---
Tuscarora	120	140	198	120	---
Barthlows	---	---	198	---	---
Earnesville	130	140	198	130	---
Euck Lodge	130	140	---	130	---
Dickerson	---	---	---	---	130
Eloyds	140	150	---	140	---
Germantown	140	---	189	140	---
Gaithersburg	150	---	189	150	150
Washington Grove	150	190	189	150	---

TO CONSUMING POINTS	FROM				
	Frederick	LeGore	Baltimore	Stephens City	Martinsburg
BALTO. & OHIO R. R.					
Rockville -----	160	200	189	160	160
Kensington -----	180	---	189	180	---
Bethesda -----	180	220	---	180	---
Chevy Chase -----	180	220	---	180	---
Silver Springs -----	180	220	---	180	---
Woodside -----	---	220	189	---	---
Hyattsville -----	180	220	189	180	---
College Park -----	180	230	189	180	---
Barksdale -----	---	230	189	---	---
Beltsville, 27.2 (7) -----	180	230	189	180	---
Berwyn -----	---	230	189	---	180
Laurel, 21.3 (7) -----	180	230	164	180	180
Muirkirk -----	---	---	164	---	---
Savage -----	180	230	164	180	---
Camp Meade Jct. -----	---	---	151	---	---
Jessups -----	180	230	139	180	---
Elkridge -----	180	230	---	180	180
Brooklyn -----	150	---	160	---	---
Baltimore -----	---	---	---	160	---
Canton -----	150	200	160	---	---
Sparrows Point -----	150	180	160	---	---
Locust Point re-ship -----	120	---	120	---	---
	(3)	---	---	.00129	---
Cowenton, 13.3 (12) -----	180	200	164	180	180
Bradshaw -----	180	200	---	180	---
Joppa -----	180	200	164	180	---
Van Bibber, 21.6 (8) -----	180	200	176	180	---
Sewell x -----	180	200	---	---	---
Belcamp -----	180	200	189	180	---
Stefney x -----	180	200	---	---	---
Aberdeen -----	180	200	---	180	---
Havre de Grace -----	180	200	189	180	---
Aikin -----	180	230	---	180	---
Leslie, 44.7 (4) -----	180	230	189	180	---
Eder -----	180	230	---	180	---
Providence -----	180	230	189	180	---
Childs -----	180	230	189	180	---
Singerly -----	180	230	189	---	---
Elk Mills -----	---	230	189	---	---
Ellicott City -----	150	190	139	160	160
Woodstock -----	150	180	---	160	---
Warfield -----	---	---	164	---	---
Marriottsville -----	150	190	164	160	---
Henryton -----	150	190	---	160	---
Sykesville -----	150	190	164	160	---
Hollowfield -----	150	---	---	---	---
Gaither -----	150	---	---	160	---
Hood Mill -----	150	180	189	160	---
Morgan -----	---	180	189	---	---
Woodbine, 35.8 (5) -----	150	180	189	160	160
Mt. Airy, 41.4 (4½) -----	120	150	189	130	---
Monrovia -----	120	140	189	120	120

TO CONSUMING POINTS	FROM				
	Frederick	LeCore	Baltimore	Stephens City	Martinsburg
BALTO. & OHIO R. R.					
Llamsville -----	120	140	189	120	---
Frederick, 56.5 (3) -----	---	90	189	---	---
Cumberland -----	180	---	225	180	---
Eloomington -----	200	---	---	200	---
Swanton -----	200	---	---	200	---
Altaknout -----	220	---	---	220	---
Deer Park -----	220	---	510	220	210
Mt. Lake Park -----	220	---	510	220	---
Oakland -----	220	---	510	220	---
Hutton -----	220	---	---	220	---
Friendsville -----	220	---	---	220	---
Selbyport -----	220	---	---	220	---
MARYLAND & PENNA. R. R.					
Towson -----	200	200	---	220	---
Loch Raven -----	200	200	---	220	---
Long Green -----	200	200	---	220	---
Falls -----	---	---	---	---	---
Baldwin -----	200	200	202	---	---
Cardiff -----	200	200	214	---	---
Fallston -----	200	200	214	---	---
Fern Cliff -----	200	200	---	---	---
Forest Hill -----	200	200	214	220	---
Laurel Brook -----	200	200	---	---	---
Hyde -----	200	200	---	---	---
Fylesville -----	200	200	---	---	---
Rocks -----	200	200	214	220	---
Bynum -----	200	200	---	220	---
Glen Arm -----	200	200	202	220	---
Watervale -----	200	200	---	---	---
Eel Air -----	200	200	214	220	---
Sharon -----	200	200	---	---	---
Street -----	200	200	---	---	200
Whitefield -----	200	200	---	---	---
Minefield -----	200	200	---	---	---
CUMBERLAND & PENNA. R. R.					
Frostburg -----	220	---	---	220	---
Earton -----	220	---	510	220	---
Lonaconing -----	220	---	---	220	---
WESTERN MD. R. R.					
Arlington -----	180	180	---	260	---
Roslyn -----	160	160	130	260	---
Owings Mills -----	160	160	130	260	---
Glyndon -----	150	---	140	260	---
Glen Morris -----	150	---	---	260	---
Carrollton -----	140	140	---	---	---
Patapsco -----	140	140	---	---	---
Woodenburg -----	---	150	140	---	---
Fowlersburg -----	160	150	140	---	---
Mount Wilson -----	160	160	130	---	---
Boring -----	160	150	200	260	---

TO CONSUMING POINTS	FROM				
	Frederick	LeGore	Baltimore	Stephens City	Martins- burg
WESTERN MD. R. R.					
Howardville -----	---	180	120	---	---
Arcadia -----	---	160	140	---	---
Asbestos -----	150	160	140	---	---
Alesia -----	160	150	160	260	---
Westminster -----	140	140	160	260	---
Hampstead -----	160	160	160	260	---
Medford -----	---	130	160	---	---
Maple Grove -----	160	150	160	---	---
New Windsor -----	120	120	180	260	---
Union Bridge -----	---	100	180	---	---
Miller -----	---	150	180	---	---
Lineboro -----	---	150	160	---	---
Falls -----	---	160	---	---	---
Linwood -----	120	---	180	260	260
Graceham -----	120	---	180	260	---
Keymar -----	---	---	180	---	---
Chewsville -----	---	150	190	---	---
Thurmont -----	---	120	180	---	---
Highfield -----	140	140	---	220	---
Deerfield -----	130	130	190	---	---
Smithsburg -----	150	150	190	180	---
Detour -----	---	120	180	---	---
Catoctin -----	100	---	180	100	---
Locust Grove -----	---	---	180	---	---
Edgemont -----	---	150	200	---	---
Reid -----	180	---	---	220	180
Sabillasville -----	140	140	---	220	---
Buena Vista Springs -----	---	150	200	---	---
Blue Ridge Summit -----	140	---	---	---	---
Williamsport -----	---	---	160	180	---
Green Mount -----	---	---	160	---	---
Gorman -----	280	---	---	280	---
Lonaconing -----	---	---	230	---	---
Midland -----	---	---	230	---	---
Frostburg -----	---	---	220	---	---
Cumberland -----	---	---	220	---	---
Little Orleans -----	180	---	---	200	---
Pearre -----	180	---	---	200	---
Cohill -----	180	---	220	200	---
Ashton -----	---	---	200	---	---
Big Pool -----	---	---	190	---	---
Cherry Run -----	---	---	210	---	---
Kemps -----	---	---	200	---	---
Round Top -----	---	---	220	---	---
Hood -----	---	---	210	---	---
Hancock -----	180	230	210	200	200
Charlton -----	---	---	190	---	180
Hagerstown -----	---	160	190	---	---
Clear Spring -----	---	---	200	---	---
Security -----	---	160	190	---	---

TO CONSUMING POINTS	FROM				
	Frederick	LeGore	Baltimore	Stephens City	Martins- burg
CHESAPEAKE BEACH R. R.					
District Line, Md.-----	200	---	---	---	---
Berry Siding -----	200	---	---	---	---
Ritchie -----	200	---	260	200	---
Brown -----	200	---	---	200	---
Marlboro -----	200	---	198	200	---
Pindell -----	240	---	---	---	---
Fischer -----	240	---	235	240	---
Chaney -----	260	---	254	260	---
Owings -----	260	---	---	260	260
Mt. Harmony -----	280	---	---	---	---
Chesapeake Beach -----	280	---	---	280	---
WASH., BALTO. & ANNAP. R. R.					
Annapolis -----	200	---	---	210	---
Camp Parole -----	200	---	---	210	---
Crownsville -----	200	---	---	210	---
Millersville -----	200	---	190	210	---
Gambrill -----	200	---	---	210	---
Admiral -----	200	---	---	210	---
Odenton -----	200	---	---	210	---
Arnolds -----	---	---	210	---	---
Ardmore -----	200	---	190	---	---
Naval Academy Jct.-----	200	---	---	---	---

TO CONSUMING POINTS	FROM			
	Frederick	LeGore	Baltimore	Stephens City
PENNSYLVANIA R. R.				
Costen -----	---	280	---	---
Hursley -----	---	240	---	---
Hayden -----	---	220	---	---
Linkwood -----	---	230	---	---
Carville -----	---	220	---	---
Llandaff -----	---	230	---	---
Crisfield N. Y. P. N. N.-----	290	290	---	370
Harman -----	190	---	---	240
Severn -----	190	---	---	---
Odenton -----	190	190	---	240
Bowie -----	200	200	140	240
Landover -----	200	200	180	240
Lanham -----	---	200	---	---
Collington -----	200	200	140	---
Mallikin -----	200	200	---	240
Cheltenham -----	200	200	150	---
Springfield -----	200	200	---	---

TO CONSUMING POINTS	FROM			
	Frederick	LeGore	Baltimore	Stephens City
PENNSYLVANIA R. R.				
Leeland -----	200	200	140	---
Halls -----	200	200	140	---
Townsend -----	200	200	---	---
Hills -----	200	---	---	---
Duley -----	200	---	---	---
Marlboro -----	200	200	140	---
Croome -----	200	200	---	---
Matawoman -----	200	200	---	---
Brandywine -----	200	200	150	240
Osborne -----	---	200	---	---
Waldorf -----	200	---	150	240
White Plains -----	200	---	---	240
La Plata -----	200	200	180	240
Port Tobacco -----	200	---	---	---
Cox -----	200	---	---	240
Lothar -----	200	---	180	---
Popes Creek -----	200	---	180	240
Catonsville -----	190	190	---	240
Frederick -----	---	---	190	---
Woodsboro -----	---	---	190	---
New Midway -----	---	---	190	---
Legore -----	---	---	190	---
Sharretts -----	---	120	---	---
Taneytown -----	120	120	190	---
Keymar -----	---	---	190	---
Walkersville -----	---	---	190	---
Mausgansville -----	---	---	250	---
Hagerstown -----	---	---	250	---
Cumberland -----	---	---	290	---
WASH., BRANDYWINE & PT. LOOKOUT R. R.				
Charlotte Hall -----	280	280	---	280
New Market -----	280	---	280	280
Mechanicsville -----	280	280	---	280
Gallant Green -----	280	---	---	280
Mason Crossing -----	280	---	---	---
Forest Hall -----	280	---	---	---
Hughesville -----	280	280	---	---
Oaks -----	280	---	---	---
HAGERSTOWN & FREDERICK R. R.				
Thurmont -----	75	---	---	199
Middletown -----	90	---	279	214
Myersville -----	121	---	310	245
Jefferson -----	90	---	---	214
Boonsboro -----	135	---	---	259
Braddock Heights -----	85	---	---	199
EMMITTSBURG R. R.				
Emmitsburg -----	---	150	470	---

